

JUNE 1, 1899.

NEWFOUNDLAND

RAILWAY SYSTEM



R.G.REID, Proprietor

ST JOHN'S

NEWFOUNDLAND

For Tickets and Complete Information,
APPLY TO

J. F. HEALY, Agent,
396 Main Street,

WORCESTER, MASS.
THE SOUTH POR, CO., ILLUSTRATORS AND PRINTERS, N. Y.

NEWFOUNDLAND RAILWAY

MILES OPERATED,	-	-	-	638
S. S. BRUCE (SEA TRIP, 6 HOURS),	-	-	-	93
TOTAL,	-	-	-	731

UNDER CONSTRUCTION.	}	CHARTERED STEAMERS
6 STEAMERS FOR BAY SERVICE.		NOW PERFORMING
1 " " LABRADOR SERVICE.		THE SERVICE.

USEFUL INFORMATION.

TICKET OFFICES—Passengers are requested to procure tickets at ticket offices and in ample time to enable the proper checking of baggage. When tickets are procured on train the Conductor will collect ten (10) cents additional to regular fare.

TICKETS, DIRECTION HONORED—Tickets of all classes are good for passage only in the direction printed.

ROUND TRIP TICKETS—Round trip through tickets can be obtained at reduced fares; they are good only for the time specified and are not transferable nor good for stop-over at any intermediate station.

CHILDREN—Children not exceeding four years of age, accompanied by their parents or friends, will be carried free. Children over five and under twelve will be carried at half fare.

STOP OVER—On application to Conductors, stop-over checks will be issued in exchange for such tickets as entitle holders to stop over.

LOST TICKETS—Proper care should be taken so as to guard against the loss of a ticket, as Railways are not responsible for lost tickets; also, care should be taken of baggage checks, making a memorandum of check numbers for use in case of loss.

PERSONAL BAGGAGE—Consisting of wearing apparel only, and not exceeding 150 lbs. weight, will be checked free on each whole fare ticket and 75 lbs. free on each half fare ticket. Baggage in excess of free allowance will be charged for, and passengers paying excess charges will receive an excess baggage ticket which must be delivered to Agent with baggage check when baggage is claimed.

CAUTION—It is unlawful to carry dangerous articles, such as gunpowder, matches, etc., in baggage.

CUSTOMS—When baggage is examined at Canadian and Newfoundland points, passengers are required to attend to this personally, otherwise baggage will be held by the Customs.

TIME OF TRAINS—It is not guaranteed that the starting time or the arriving time of trains shall be as published herein, neither will this Railway be liable for loss or damage arising from delays or detentions, nor will this Railway assume any responsibility beyond its own line.

REFERENCE MARKS—*, ‖, †, §, ¶, ‡, herein means as follows:

*—Trains stop only when signalled or when there are passengers to set down, and under the conditions named herein.

‖—Run through to destination on Sunday.

†—Daily, except Sunday.

§—Daily.

¶—Daily, except Monday.

‡—Daily, except Saturday.

DISPUTES—Conductors and Agents are governed by rules which they are not authorized to change, therefore, in the event of any disagreement about tickets required, privileges allowed, etc., passengers should pay Conductor's or Agent's claim, obtain receipt and refer the matter to the General Passenger Agent for his decision.

SEAT SPACE—A passenger is only entitled to seat space in car sufficient for one person. Baggage and parcels that cannot be placed under car seat or in the passenger's portion of the parcel rack must not be taken into the car. Baggage which cannot be stowed away as above mentioned should be delivered at the baggage room. If found in the car it will be removed.

Obstruction of the Car Aisles Will Not Be Permitted.

NEWFOUNDLAND RAILWAY

S. S. BRUCE

BETWEEN NORTH SYDNEY AND PORT-AUX-BASQUES.



S. S. Bruce.

DESCRIPTION OF "BRUCE."

The "BRUCE" is at once the fastest and finest of all ocean and coast steamers sailing between Newfoundland and Canada, with a speed of sixteen knots; and is thus one of the fastest boats on this side of the Atlantic. She is a dream of beauty, with the lines of a yacht, and her appointments are as perfect as taste and science can suggest.

Dining saloon, smoking room, state-rooms and all her other apartments make her the first among vessels of her class.

The "BRUCE" was built to the order of R. G. Reid, and especially for this trade. Fitted throughout with electricity.

HEATING AND VENTILATION.

The steam-heating apparatus has been arranged throughout with an eye to extremes of temperature. Steam pipes and radiators are everywhere and are sufficient to put at defiance any outside temperature. Special care has been taken to warm thoroughly all the saloons and state-rooms that may in the winter be exposed to an abnormal outside temperature.

Traveling by the "BRUCE" in winter will be only housing one's self for the time in a first-class hotel.



Saloon S. S. Bruce.

The EDITH and LORNE PIERCE COLLECTION of CANADIANA



Queen's University at Kingston

That Newfoundland presents to the lovers of sport attractions such as few other countries possess is admitted by all who have given it a trial. Its countless lakes and lakelets abound with trout of the finest description, and are the abodes of the wild goose, the wild duck and other fresh water fowl. The willow grouse or ptarmigan (*Lagopus albus*) the rock ptarmigan, the curlew, the plover, the snipe are found, in the proper season, all over the island, on the great "barrens," or in the marshy grounds in immense numbers. The sea-pigeons and guillemots, or "murrs" or "turrs" as they are called in the vernacular are seen all around the shores and islands. The large Arctic hare, and the North American hare, called erroneously by the natives a "rabbit," are to be met with—especially the latter—in great abundance. The American hare is not indigenous, but some twenty years ago, a few pair were brought from Nova Scotia and let loose. They have thriven and spread to such a wonderful extent that they have reached nearly every part of the island, and in the fall and winter form an important item in the food of the working classes. Above all, the noble caribou or deer, in vast herds, traverse the island in periodical migrations from south to north, and furnish the highest prizes for the sportsman. Finer salmon streams than those of the island naturally are, can not be found elsewhere; every river and lake in the island abounds with all kinds of lake, river and sea trout. Tourists who have had the pleasure of salmon or trout fishing are satisfied that the sport cannot be equaled in any other part of the world. Salmon abound and fishers will have most excellent sport. For more adventurous sportsmen there are the black bear and the wolf in the interior; while the beaver and otter are found there around the lonely lakes and ponds.

PTARMIGAN ABUNDANT.

The finest sport perhaps is ptarmigan shooting—which commences September 15th—before which date it is illegal, and terminates January 12th. These fine birds are quite equal to the Scotch grouse, and resemble them so closely that it is difficult to make out any specific difference between the red grouse, gorcock or moorcock of Scotland and those of Newfoundland. As a table bird they are unsurpassed in richness and delicacy of flavor. In September, after feeding on the wild berries, they are in excellent condition. In certain localities, and at some distance from settlements, they are very plentiful. In winter they become pure white.

WILD GEESSE AND DUCKS CURLEW, ETC.

The wild goose breeds in the most secluded ponds and brings her young ones down the brooks early in July, when they are full grown. The black duck, the finest of all table birds, is abundant in certain localities. The plover and curlew are so plentiful that sportsmen only fire at them when a shot at a flock can be obtained. They are bred on the shores of Labrador, and after feeding on the wild berries, they arrive in Newfoundland almost balls of fat, and in flavor, peculiarly delicious. The wild goose is a remarkably fine bird, easily domesticated but does not breed when tamed. It crosses readily with the tame goose, the result being the mongrel goose so esteemed by epicures.

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DEER-STALKING.

The caribou or reindeer are finer than those of which Norway and Lapland can boast, being much larger and carrying far finer antlers. Stags have been often shot which weighed from 500 to 600 pounds. The antlers of the stag are palmated, sweeping backward and of magnificent proportions, the brow antlers meeting over the nose, like a pair of hands clasped in the attitude of prayer. These horns are shed in November. Their migrations are as regular as the seasons, from the south where they pass the winter to the north-western portions of the island where they feed and bring forth their young. When the October frost begin to nip the vegetation they turn toward the south and repeat their long march. September and October are the months for deer shooting. Some knowledge of the country and the assistance of Mic-Mac Indians are requisite. There are favorite hunting grounds known to the initiated and to the Indian guides, where deer-stalking can be enjoyed to perfection. One of the best of these is the "barrens" overlooking Grand Lake, opposite the northern end of the island. Here they collect in large herds before setting out on their southern migration. The "White Hills" in the neighborhood of Hall's Bay, an arm of Notre Dame Bay, is another favorite stalking-ground. Inland from various settlements on the southern shore, in the late autumn and early winter, great numbers of deer are slain. At times the St. John's market is overstocked in winter with carcasses of venison brought by the steamer from this quarter. The quarters are often sold for five to ten cents per pound. Formerly deer-stalking was expensive sport as it was difficult to reach the interior; but the railway has opened up the country and aids the sportsman in reaching the desired locality and lessens the expense. Indians are almost indispensable in these excursions; and these guides are easily obtained by sportsmen on arrival in Newfoundland.

LORD DUNRAVEN.

Lord Dunraven in "The Nineteenth Century for January, 1881," gave an account of a deer-shooting excursion he made in this island. He found it "a good field for exploration and sport." He said "the caribou are plentiful, and the Newfoundland stags are finer by far than any to be found in any portion of the North-American Continent." "Fur is pretty plentiful; wild fowl and grouse abundant; and the creeks and rivers are full of salmon and trout." In "Forest Life in Acadia," by Captain Hardy, R. A., the author says—"I

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know of no country so near England which offers the same amount of inducement to the explorer, naturalist or sportsman as Newfoundland. To one who combines the advantages of a good practical knowledge of geology with the love of sport the interior of this great island, much of which is quite unknown, may indeed prove a field of valuable and remunerative discovery, for its mineral resources are unquestionably of vast importance." "The caribou are scattered more or less abundantly over an area of some 25,000 square miles of unbroken wilderness."

SCENERY IN NEWFOUNDLAND.

ATTRACTIONS FOR TRAVELERS AND TOURISTS.

Not many years have elapsed since the discovery was made by the outside world that Newfoundland contains some of the grandest and most picturesque scenery in all this beautiful world. Formerly the idea of associating "the land of fog and codfish" with the sublime and beautiful in nature would have been scoffed at. All that was known about the island was summed up in Burns' lines in his "Twa Dogs":—

"Some place far abroad
Where sailors fish for cod."

The prevalent idea was that it was mostly shrouded by a curtain of fog, and that the interior was a region of dismal swamps, grim, repulsive rocks and strips of land covered at intervals with a stunted forest growth. Gradually, these mistaken ideas were dispelled, and now every year witnesses an increasing number of visitors from the outside world—tourists in search of the picturesque—travelers, explorers, health-seekers, sportsmen—who carry back with them glowing reports of the wonderful attractions of this "gem of the western world." Now that railways and steamships are affording easy access to its shores, fiords, rivers and lakes, an increasing throng of such visitors, especially from the United States and Canada, will find their way to this newly-found land, to revel in its unique scenic beauties, and drink in its health-giving breezes laden with the breath of ocean. No traveler or tourist ever returns disappointed; but on the contrary they declare "the half has not been told."

LIKENESS TO NORWAY.

Newfoundland has well been named the "Norway of the New World." In many points it strikingly resembles that country to which tourists now flock from all lands. Its deep fiords, which indent the shores everywhere, guarded by lofty cliffs whose forms are reflected in the clear bright waters of the bays, have a remarkable resemblance to those of Norway, and are often not less magnifi-

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cent in their scenery. Many of these great watery ravines, running inland for eighty or ninety miles, and exhibiting a wonderful variety of scenery along the great arms which they project in all directions; and in the islands which stud their bosoms, are on a much grander scale than the famous Norwegian fiords. The two great bays of Trinity and Placentia, which almost cut the island in two, have no parallel in respect of size, among the fiords of Norway. Then, in their short but beautiful summers, their bright skies, their exhilarating atmosphere, their population of fishermen, so abundant in insular peculiarities and primitive characteristics, hidden away in nooks remote from all the outer world, quaint in manners, gracious to strangers, the two countries resemble each other very strikingly.

NEWFOUNDLAND AS A HEALTH RESORT.

To the millions of the United States and Canada, in the near future, Newfoundland will become what Norway and the Highlands of Scotland now are to European nations. In this sea-girt isle Americans will find a welcome escape from the burning heat of their summers; scenery novel and attractive; and a bracing exhilarating air that imparts new vigor to the frame and sends back the smoke-dried denizens of the great cities with the tide of health coursing through their veins, and life made incomparably better worth living. As a sanitarium—a pleasant health-resort—Newfoundland is destined to take a high place. In fine summer days the heat is never oppressive, and the nights are always cool, so that after the day's ramble, sleep comes sweet and refreshing. There is something peculiarly balmy, soothing and yet invigorating, in the summer breezes, whether on sea or land, cooling the fevered brain and smoothing the wrinkled brow of care. After a few weeks near the coast, inhaling the salt-sea breezes and exposed to the life-giving sun's rays, the invalid who has come with shattered nerves and fluttering pulse, returns with a new supply of iron in his blood and a sense of well-being which makes it a luxury to live. To escape from the sweltering summer heats of New York, Boston or Chicago, and breathe the pure air of Terra Nova; to climb its rocky heights, or wander over its plains and "barrens" bright with wild flowers; to ply the angler's rod or bend the oar in the clear water of its countless lakes; or to explore one of the great fiords which stretch their arms far inland, amid the wildest and grandest scenery—all this is like passing into a new and better state of existence and enjoying for a time a purer and better life.



Warships, St. John's.

NEWFOUNDLAND RAILWAY

TIME TABLE.

ST. JOHN'S, PORT-AUX-BASQUES AND NORTH SYDNEY.

GOING WEST.		MAIN LINE.	Miles.	GOING EAST.	
No. 1. Express, Daily.	No. 7 Accom. Daily Except Sunday.	Stations.		No. 8 Accom. Daily Except Sunday.	No. 2 Express, Daily Except Sunday.
lv 5.00 P.M.	8.30 A.M.	.....St. John's.....	0	9.30 P.M.	11.00 A.M.
.....	8.56	.....* Dunnsmere.....	7	9.09	.....
.....	9.07	.....* Irvine.....	10	9.00	.....
5.43	9.27	.....Topsail.....	15	8.45	10.17
.....	9.39	.....* Manuels.....	18	8.32	.....
6.03	9.55	.....Kelligrews.....	22	8.20	9.55
.....	10.14	.....* Seal Cove.....	27	8.10	.....
.....	10.18	.....* Duff's.....	29	8.05	.....
.....	.....	.....* Brien's.....	32	.....	.....
6.38	10.37	.....Holyrood.....	33	7.45	9.25
.....	10.48	.....* Woodford.....	36	7.35	.....
6.55	10.59	.....Salmon Cove.....	39	7.25	9.07
.....	ar 11.20	.....Brigus Junction.....	44	7.10	8.48
7.09	lv 11.30	.....* Maher's.....	.....	.....	.....
.....	.....	.....* Hodge Water.....	52	.....	.....
ar 7.50	ar 12.30 P.M.	.....Whitbourne Jct.....	57	lv 6.15 P.M.	lv 8.10 A.M.
No. 1. Ex. Sun. Tues. Thur.	No. 5. Accom. Mon. Wed. Fri.			No. 6. Accom. Sun. Wed. Fri.	No. 2. Ex. Mon. Thur. Sat.
lv 8.00 P.M.	lv 8.15 P.M.	.....Whitbourne Jct.....	57	ar 7.45 A.M.	ar 8.00 A.M.
8.25	8.43	.....Placentia Junction.....	64	7.22	7.30
8.49	9.18	.....Long Harbor.....	71	7.47	7.15
9.22	10.03	.....Tickle Harbor.....	82	6.09	6.55
9.46	10.31	.....Rantem.....	90	5.36	6.16
9.55	10.43	.....La Manche.....	92	5.23	6.10
10.21	11.03	.....Arnold's Cove.....	101	4.50	5.42
10.36	11.35	.....Whiteway (Come-by-Chance).....	105	4.32	5.30
11.17	12.33 A.M.	.....Northern Bight.....	118	3.44	4.51
ar 12.03 A.M.	1.17	.....Clarendville.....	132	lv 2.51	4.07
lv 12.15	1.27	.....Shoal Harbor.....	136	ar 2.41	3.57
12.25	1.37	.....Thorburn Lake.....	145	2.33	3.47
12.55	2.05	.....Port Blandford.....	153	1.47	3.17
1.23	2.50	.....Terra Nova.....	167	1.20	2.50
2.05	3.38	.....Alexander Bay.....	183	12.33 A.M.	2.05
2.55	4.36	.....Gambo.....	192	11.33	1.17
3.23	5.08	.....Benton.....	206	11.04	12.53
4.05	5.55	.....Glenwood.....	232	10.14	12.13 A.M.
5.22	7.34	.....Ouinette.....	245	8.42	11.00
6.05	8.12	.....Exploits.....	256	7.54	10.20
6.30	8.56	.....Bishop's Falls.....	268	7.03	9.55
ar 7.05 A.M.	9.33 A.M.	.....McCallum (Rushy Pond).....	280	lv 6.46 P.M.	9.20 P.M.
lv 7.15	9.43	.....Dawe (Badger Brook).....	296	ar 6.36	9.10
7.50	10.25	.....Winter (Joe Gload's Pond).....	313	5.54	8.33
8.37	11.23	.....St. Patrick's Brook.....	317	4.57	7.45
9.30	12.21 P.M.	.....Caribou (West Brook).....	324	4.00	6.55
9.40	12.34	.....Cabot (Quarry).....	327	3.45	6.40
10.00	12.54	.....Gaff Topsail.....	335	3.20	6.20
10.10	1.05	.....Emerson (Kitty's Brook).....	345	3.07	6.10
10.35	1.26	.....Howley.....	359	2.37	5.45
11.05	2.00	.....Grand Lake.....	365	2.00	5.15
11.44	2.45	.....Deer Lake.....	376	1.15	4.33
12.01 P.M.	3.15	.....South Brook.....	388	12.46	4.15
12.34	3.55	.....Bay of Islands.....	407	12.06 P.M.	3.42
1.09	4.37	.....St. George's Bay.....	459	11.21	3.05
ar 2.05 P.M.	5.50	.....Fischell's.....	474	lv 10.10	2.05 P.M.
lv 2.15	6.00 P.M.	.....Robinson's.....	484	ar 10.00	1.55
4.45	9.21	.....Codroy.....	519	6.37	11.20
5.27	10.17	.....Little River.....	520	5.42	10.37
5.56	10.56	.....Port-aux-Basques.....	548	5.04	10.06
7.37	1.10 A.M.			2.50	8.23
8.00	1.50			2.20	8.00
ar 9.00 P.M.	ar 3.00 A.M.			lv 1.10 A.M.	lv 7.00 A.M.
Mon.	Wed.			Tues.	Wed.
Wed.	Fri.			Thurs.	Fri.
Fri.	Sun.			Sat.	Sun.

* Flag stations.

S. S. Bruce leaves North Sydney after arrival I. C. R. Express, Tuesday, Thursday and Saturday evenings, and leaves Port-aux-Basques after arrival of express from St. John's on Monday, Wednesday and Friday evenings.

NEWFOUNDLAND RAILWAY

TIME TABLE.

BRIGUS AND CARBONEAR BRANCH.

GOING WEST.		Stations.	Miles.	GOING EAST.	
No. 3 Accom. Daily Except Sunday.	No. 9 Accom. Monday, Thursday, Saturday.			No. 10 Accom. Monday, Thursday, Saturday.	No. 4 Accom. Daily Except Sunday.
lv 11.38 A.M.	lv 7.20 P.M.	.....Brigus Junction.....	0	ar 8.40 A.M.	ar 7.00 P.M.
12.15	7.58	.....Brigus.....	11	8.03	6.15
12.45	8.21	.....Clark's Beach.....	17½	7.39	5.25
1.00	8.35	.....Bay Roberts.....	21½	7.25	5.20
1.20	8.44	.....Spaniard's Bay	24	7.16	4.59
1.40	8.53	.....Tilton.....	26½	7.07	4.39
2.00	9.12	.....Harbor Grace.....	31½	6.48	4.17
ar 2.30 P.M.	ar 9.40 P.M.	.....Carbonear.....	38¾	lv 6.20 A.M.	lv 3.45

PLACENTIA BRANCH.

No. 7. Daily going West Except Sunday.	Stations.	Miles.	No. 8. Daily going East Except Sunday.
lv 11.30 A.M.	.....Brigus Junction.....	0	ar 7.00 P.M.
ar 12.30 P.M.	.....Whitbourne.....	13	lv 6.15
lv 12.40			ar 5.45
1 00	.....Placentia Junction.....	20	5.15
.....	.....*Villa Marie.....	27	.....
.....	.....*Dunnville.....	36	.....
ar 2.00 P.M.	.....Placentia.....	40	3.45 P.M.

* Flag stations.

TILTON AND CARBONEAR BRANCH.

No. 15. Accom. Tuesday, Wedn'day Friday.	Stations.	Miles.	No. 16. Accom. Tuesday, Wedn'day Friday.
lv 8.00 P.M.	.....Whitbourne Junction.....	0	ar 8.00 A.M.
.....	.....*Blaketown.....	5	.....
8.30	.....Broad Cove.....	10	7.28
9.02	.....Tilton.....	22	7.00
9.15	.....Harbor Grace.....	27	6.40
.....	.....*Mosquito.....	30	.....
ar 9.40 P.M.	.....Carbonear.....	34	lv 6.10 A.M.

* Flag stations.

NEWFOUNDLAND RAILWAY

BAY STEAMSHIP SERVICE.

PLACENTIA BAY,

VIA PLACENTIA

EVERY MONDAY AND WEDNESDAY, ON ARRIVAL OF TRAINS
FROM ST. JOHN'S, CALLING AT

Presque.	Red Island.
Paradise.	Ram's Island.
Petit Port.	Harbor Buffett.
Oderin.	Haystack.
Baine Harbor.	Sound Island.
Flat Island.	Black River.
Mary's Town.	Woody Island.
Beau Bois.	Barron's Island.
Burin.	Tack's Beach.
St. Lawrence.	Burgeo.
Lawn.	St. Leonard's.
Lamaline.	Isle Valen.
Fortune.	Merasheen.
Grand Bank.	

TRINITY BAY,

VIA CLARENVILLE

EVERY MONDAY AND FRIDAY, ON ARRIVAL OF TRAINS FROM
ST. JOHN'S AND PORT-AUX-BASQUES, CALLING AT

Fox Harbor.	Old Perlican.
British Harbor.	Hant's Harbor.
Trinity.	Heart's Content.
Catalina. { Labrador steamer	Ireland's Eye.
{ calls here also.	Hickman's Harbor.

NOTRE DAME BAY.

VIA EXPLOITS,

EVERY MONDAY AND THURSDAY, ON ARRIVAL OF TRAINS
FROM PORT-AUX-BASQUES, CALLING AT

Botwoodville.	Triton.
Kite Cove.	Pilley's Island.
Burnt Bay.	Springdale.
Exploits.	Hall's Bay.
Moreton's Harbor.	Little Bay Islands.
Tizzard's Harbor.	Little Bay.
Twillingate.	Three Arms, { alternately
Herring Neck.	Jackson's Cove, {
Change Islands.	North-West Arm.
Fogo.	Nipper's Harbor.
Fortune Harbor.	Snook's Arm.
New Bay Head.	Tilt Cove.
Leading Tickles.	Shoe Cove.

BONAVISTA BAY,

VIA PORT BLANFORD,

EVERY MONDAY AND FRIDAY, ON ARRIVAL OF TRAINS FROM
PORT-AUX-BASQUES, CALLING AT

Charlottetown.	St. Brenden's.
Brooklyn or James' Cove.	Gooseberry Island.
Open Hall.	Fair Islands.
King's Cove.	Greenspond.
Keels.	Pool Island.
Bonavista.	Wesleyville.
Salvage.	New Town.
Flat Islands.	

NEWFOUNDLAND RAILWAY

GRAND TRUNK RAILWAY AND INTERCOLONIAL RAILWAY.

CONDENSED THROUGH TIME TABLE. WESTBOUND.

St. John's,	Nf. Ry.	.....	Lve.	5.00 p.m.	.....
North Sydney,	I. C. R.	.....	Arr.	5.40 a.m.	.....
Grand Narrows,	"	.....	"	8.55	.....
Mulgrave,	"	.....	"	11.30	.....
Antigonish,	"	.....	"	13.06	.....
New Glasgow,	"	.....	"	14.50	.....
Pictou,	"	.....	"	16.15	.....
Truro,	"	.....	"	16.50	.....
Halifax,	"	.....	"	20.00	.....
Oxford Jct.,	"	.....	"	18.41	.....
Spring Hill Jct.,	"	.....	"	19.10	.....
Amherst,	"	.....	"	19.42	.....
Moncton,	"	.....	"	21.15	.....
St. John,	"	.....	"	1.25	.....
Montreal,	"	.....	"	16.15	.....
Ottawa,	C. A. R.	.....	"	8.35 p.m.	.....
Toronto,	G. T. R.	.....	"	7.15 a.m.	5.40 p.m.
do	"	.....	Lve.	7.50 a.m.	5.50 p.m.
Chicago,	"	.....	Arr.	9.10 p.m.	2.00 p.m.

INTERCOLONIAL, CANADIAN PACIFIC, MAINE CENTRAL AND BOSTON AND MAINE RAILWAYS.

St. John's, Nf.,	Nf. Ry.	.....	Lve.	5.00 p.m.	5.00 p.m.
North Sydney, C. B.,	I. C. R.	.....	"	7.40 a.m.	7.40 a.m.
Truro, N. S.,	"	.....	"	5.00 p.m.	5.00 p.m.
St. John, N. B.,	C. P. R.	.....	"	6.25 a.m.	4.10 p.m.
Montreal, Que.,	"	.....	Arr.	.....	9.00 a.m.
Ottawa, Ont.,	"	.....	"	.....	12.15 p.m.
Toronto, Ont.,	"	.....	"	.....	7.00 p.m.
Detroit, Mich.,	"	.....	"	.....	3.00 a.m.
Chicago, Ill.,	"	.....	"	.....	10.55 a.m.
Sault Ste Marie, Mich.,	"	.....	"	.....	4.52 p.m.
Minneapolis, Minn.,	"	.....	"	.....	9.30 a.m.
Duluth, Minn.,	"	.....	"	.....	8.50 a.m.
Winnipeg, Man.,	"	.....	"	.....	11.30 a.m.
Vancouver, B. C.,	"	.....	"	.....	12.30 p.m.
Bangor, Me.,	M. C. R.	.....	"	1.15 p.m.	11.30 p.m.
Portland, Me.,	"	.....	"	5.35 p.m.	3.50 a.m.
Boston, Mass.,	B. & M.	.....	"	9.05 p.m.	7.25 a.m.
New York, N. Y.,	S. Line	.....	"	6.30 a.m.	3.00 p.m.

EASTBOUND.

BOSTON AND MAINE, MAINE CENTRAL, CANADIAN PACIFIC AND INTERCOLONIAL RAILWAYS.

New York, N. Y.,	S. Line	.....	Lev.	1.00 p.m.	.....
Boston, Mass.,	B. & M. R.	.....	"	7.45 p.m.	.....
Portland, Me.,	M. C. R.	.....	"	11.00 p.m.	7.00 a.m.
Bangor, Me.,	"	.....	"	4.30 a.m.	2.05 p.m.
Vancouver, B. C.,	C. P. R.	.....	"	2.00 p.m.	.....
Winnipeg, Man.,	"	.....	"	4.00 p.m.	.....
Duluth, Minn.,	D. S. S. & A.	.....	"	7.00 p.m.	.....
Minneapolis, Minn.,	M. St. P. & S. S. M.	.....	"	6.35 p.m.	.....
Sault Ste Marie, Mich.,	C. P. R.	.....	"	10.40 a.m.	.....
Chicago, Ill.,	Wab. R.	.....	"	3.15 p.m.	.....
Detroit, Mich.,	C. P. R.	.....	"	12.35 a.m.	.....
Toronto, Ont.,	"	.....	"	9.00 a.m.	.....
Ottawa, Ont.,	"	.....	"	4.15 p.m.	.....
Montreal, Que.,	"	.....	"	7.30 p.m.	.....
St. John, N. B.,	I. C. R.	.....	"	12.00 n'n.	10.10 p.m.
Truro, N. S.,	"	.....	"	6.55 p.m.	9.45 a.m.
North Sydney, C. B.,	"	.....	Arr.	7.30 p.m.	7.30 p.m.
St. John's, Nf.	Nf. Ry.	.....	"	11.00 a.m.	11.00 a.m.

GRAND TRUNK RAILWAY AND INTERCOLONIAL RAILWAY.

Chicago,	G. T. R.	.....	Lve.	3.02 p.m.	11.45 p.m.
Toronto,	G. T. R.	.....	Arr.	7.50 a.m.	7.45 p.m.
do	G. T. R.	.....	Lve.	9.00 a.m.	9.30 p.m.
Ottawa,	C. A. R.	.....	"	3.00 p.m.	.....
Montreal,	G. T. R.	.....	Arr.	6.00 p.m.	7.20 a.m.
do	I. C. R.	.....	Lve.	19.05	8.05 a.m.
Moncton,	"	.....	"	13.50	.....
Halifax,	"	.....	"	7.00 a.m.	.....
Truro,	"	.....	"	9.35 a.m.	.....
North Sydney,	"	.....	Arr.	18.43	.....
do	"	.....	Lve.	19.00	.....
St. John's,	Nf. Ry.	.....	Arr.	11.00 a.m.	.....

NEWFOUNDLAND RAILWAY



PROFESSOR ALBERT BICKMORE.

A distinguished American professor—Albert S. Bickmore—of the American Museum of Natural History, New York, spent a few weeks, in 1891, in Newfoundland and on the coast of Labrador. He said, after his extensive tour, “In regard to beauty and grandeur of scenery, health-giving climate and general attractiveness for those whose energies have been lowered by city life, and who seek to recuperate, few countries could surpass Newfoundland. In addition to the scenery and pure air, you have salmon and trout-fishing to an unlimited extent; and in the fall, snipe, curlew, and ptarmigan shooting, as well as deer-stalking. Boating on the lakes, driving or walking over breezy hills; picnicing in such places as Petty Harbor, Middle Cove or Topsail; sketching or photographing rare scenery, drinking in the oxygen of an atmosphere which at every breath quickens the pulses and puts color in the cheek—what more could the heart of man or woman tourist ask for?”

PROFESSOR HYATT'S EXPERIENCE.

Professor Hyatt, of Boston, wrote of his excursion in the following terms:—“Certainly one can rarely see in this world more remarkable and picturesque villages. The effect of the pond-like harbors, surrounded by rugged hills, often of considerable height, is rendered exceedingly pleasing, often lovely, by the habit of building the cottages anywhere and everywhere, according to the fancy or fortune of the owner. Burgeo was especially remarkable, and an artist could spend many summers on this coast and become its pictorial historian with great gain to himself.”

HIS OPINIONS OF THE SCENERY.

In regard to the weather and scenery on the West Coast the professor said:—“The weather favored us while in Newfoundland. We were not detained by fogs and had very few adverse winds. *The scenery was superb, and has made all the countries we have passed through since seem tame and unpicturesque*, except, indeed, the steep mountainous cliffs of Cape North and the vicinity, in Cape Breton. *I never expect to get so much pleasure combined with in-*

NEWFOUNDLAND RAILWAY

tellectual profit out of any future trip. Port-au-Port is a paradise for the artist as well as for the geologist; and the same may be said of Bonne Bay and Bay of Islands."

COMMANDER KENNEDY, R. N.

Captain Kennedy, R. N., commander of H. M. S. *Druid*, who spent several years in Newfoundland engaged in the Fisheries' Protection Service, and who knows the island thoroughly, published about ten years ago "Sporting Notes on Newfoundland." The following extract from this interesting work will show his opinion of the climate and scenery:—"To one who, like the writer, has had the opportunity of seeing the country, of mingling with its warm-hearted inhabitants, of penetrating into the vast and almost unknown interior in quest of sport, Newfoundland presents a deeply interesting aspect, whether it be from a sporting, an artistic or a social point of view."

THE WEATHER.

"The fogs on the east and south coast seldom if ever penetrate inland; and I have no hesitation in saying that for four or five months in the year, namely, from June to October, inclusive, the climate is far superior to that of Great Britain, while the winters are undoubtedly milder than those of Nova Scotia, Canada or New Brunswick. During the months of July, August, September, and part of October, the weather is magnificent, the thermometer ranging occasionally as high as 85°. At this time the country presents a most beautiful appearance, resembling in parts the Highlands of Scotland. The mountains are clothed to their tops with many kinds of woods, conspicuous among which are the fir, the pine, maple, birch and hazel. The 'barrens' are covered with a rich carpet of moss of every shade and color, and abound in all sorts of wild berries, pleasing both to the eye and taste. The banks of the rivers are also at this time fringed with wild strawberries, raspberries, currants, blue-berries, and adorned with many kinds of lovely ferns and wild flowers; while foaming torrents and tumbling cascades complete a picture delightful to the eye of the artist and the salmon-fisher. The scenery of the south coast is of the grandest description; deep gorges in the coast-line lead through narrow entrances, with precipitous cliffs on either hand, to magnificent harbors where the navies of Europe may float secure from every gale." "In the interior of the islands are thousands, aye, millions of acres of good land, suitable for growing crops, or raising cattle or sheep, as shown by the magnificent wild grass which grows in all the swamps, and upon which the deer feed unmolested, save when the solitary hunter intrudes upon their sanctuary." "As regards salubrity of climate, Newfoundland has no equal. On our visits round the coast the doctor's duties were absolutely *nil*."

AN ARCHBISHOP'S OPINION.

The late Roman Catholic Archbishop of Halifax, N. S.,—a gentleman of high attainments and culture—paid a visit to Newfoundland some years ago. On his return he published an account of his trip in which he spoke in rapturous terms of the country, its scenery and its people. The following are the opening paragraphs of his paper:—"It is strange how ignorant we often are of the beauties and attractions of places near our shores, while thoroughly conversant with the lesser grandeur of historic lands far away. Thousands from the United States and many from Canada yearly flock to Europe, and write rapturous accounts of the scenes over which poetry or fiction has thrown a glamor. For a trifling outlay, and without the discomforts of a long sea voyage, they could, by visiting Newfoundland, enjoy a cool and healthy summer, and revel in all the wild grandeur of Alpine scenery, or dream away the hours by lakes and bays compared with which Killarney and Loch Katrine are but tame and uninviting pools."

NEWFOUNDLAND RAILWAY

LABRADOR SERVICE—FORTNIGHTLY.

About seven trips will be made. Steamer will proceed from St. John's to Harbor Grace and Catalina, thence to Battle Harbor and on to Labrador parts, returning same route, or connecting with Steamer at Baffle Harbor for Bay of Islands.

A tourist, visiting far-famed Labrador, writes: "As we approach, the magnificent scenery of the coast can scarcely be described in terms to do even faint justice to its merits. Great cliffs tower up above the ship, which the deep soundings allow to approach and steam for hours not a cable's length from the ship. Hundreds of small bays indent the coast, while some take a majestic sweep inland, unveiling innumerable isles and lovely beaches. Hour after hour we pass scenes and landscapes which gradually unfolded themselves to our delighted vision as very glimpses of fairy-land; but there were grander to come. Early next morning we were on deck, and words cannot describe the glorious sight presented. Before us was the Labrador robed in all the magic coloring of an early summer morning—a vista of mountains capped with snow, fantastic peaks, cliff on cliff rising sheer from 2,000 to 2,500 feet, great chasms between columns of rocks which looked like the walls of some vast temple. From some of the precipices, waterfalls formed by the melting snow away up, tumbled in foaming beauty down the steep."

ROUND TRIP.

\$60.00

ROUND TRIP.

Round trip tickets from North Sydney to points on Labrador via St. John's, with option to "stop-off" at any point on the Labrador, and returning via Catalina or Harbor Grace, or on to North Sydney by rail, or via steamer from Battle Harbor to Bay of Islands thence rail and S. S. "Bruce" to North Sydney.



Salmon Fishing.

NEWFOUNDLAND RAILWAY

SLEEPING CARS.

This service has been given special attention as the superb cars which are being run, and the attention given passengers, will testify.



Sleeping Car.

THROUGH SLEEPING CARS

ON ALL EXPRESS TRAINS BETWEEN
ST. JOHN'S AND PORT-AUX-BASQUES.



Buffet Car.

BUFFET CARS

are also run on all trains between above points, and everything to please the taste is served in the best of style.

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